AMENDMENTS TO THE CLAIMS

Please replace all previous versions of the claims with the following listing:

1. (Currently Amended) A method for stopping elevators~~, particularly~~ by using at least one AC motor driven by a static frequency converter, in which a brake relay controls the brake of the motor so that ~~de-energising~~ de-energizing the brake relay will brake the motor, the brake relay being connected with a safety switch in such a manner that ~~de-energising~~ de-energizing the brake relay will reliably block the control impulses required for generating the driving motor field.

2. (Currently Amended) The method according to claim 1, wherein a series-connected power semiconductor will disconnect faster than [[the]]a contact of the brake relay used to control the brake.

3. (Original) The method according to claim 1, wherein if a safety system is triggered, a call will control the brake relay so that it is pulled in.

4. (Currently Amended) A system for implementation of the method according to claim 1, comprising an elevator safety circuit ~~with preferably series-connected safety systems,~~ acting via the elevator control upon the brake relay located in [[a]] the static frequency converter, [[said]]the brake relay controlling the brake of the motor, the static frequency converter comprising a frequency converter logic unit that produces control signals, used by the motor control power semiconductors contained in the inverter, for a rotating-field-producing pulse pattern, and [[a]]the safety switch, which is on the one side connected to the brake relay and on the other side to the motor control power semiconductors, so that ~~de-energising~~ de-energizing the brake relay will disconnect [[the]]a torque-generating, rotating field of the at least one motor.

5. (Currently Amended) The system according to claim 4, wherein the brake relay used is an emergency-out relay~~, preferably~~ conforming to EN 954-1, category 4.

6. (Original) The system according to claim 4, wherein only one brake relay is provided.

7. (Currently Amended) The system according to claim 4, wherein the frequency converter is located in [[the]]a connection box or in [[the]]a housing of the ~~elevator~~ at least one motor.

8. (Currently Amended) The system according to claim 4, wherein the contact of the brake relay controlling the brake is connected in series with [[a]]at least one of the motor control power semiconductor.